

AN- **AMERICAN** *fisherman*

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SEPTEMBER 1951

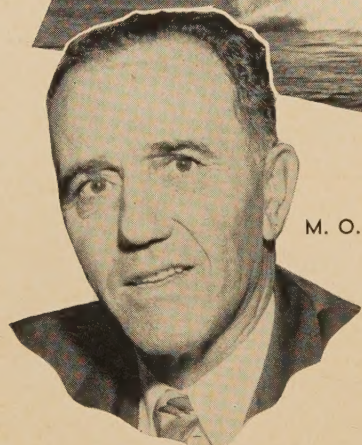
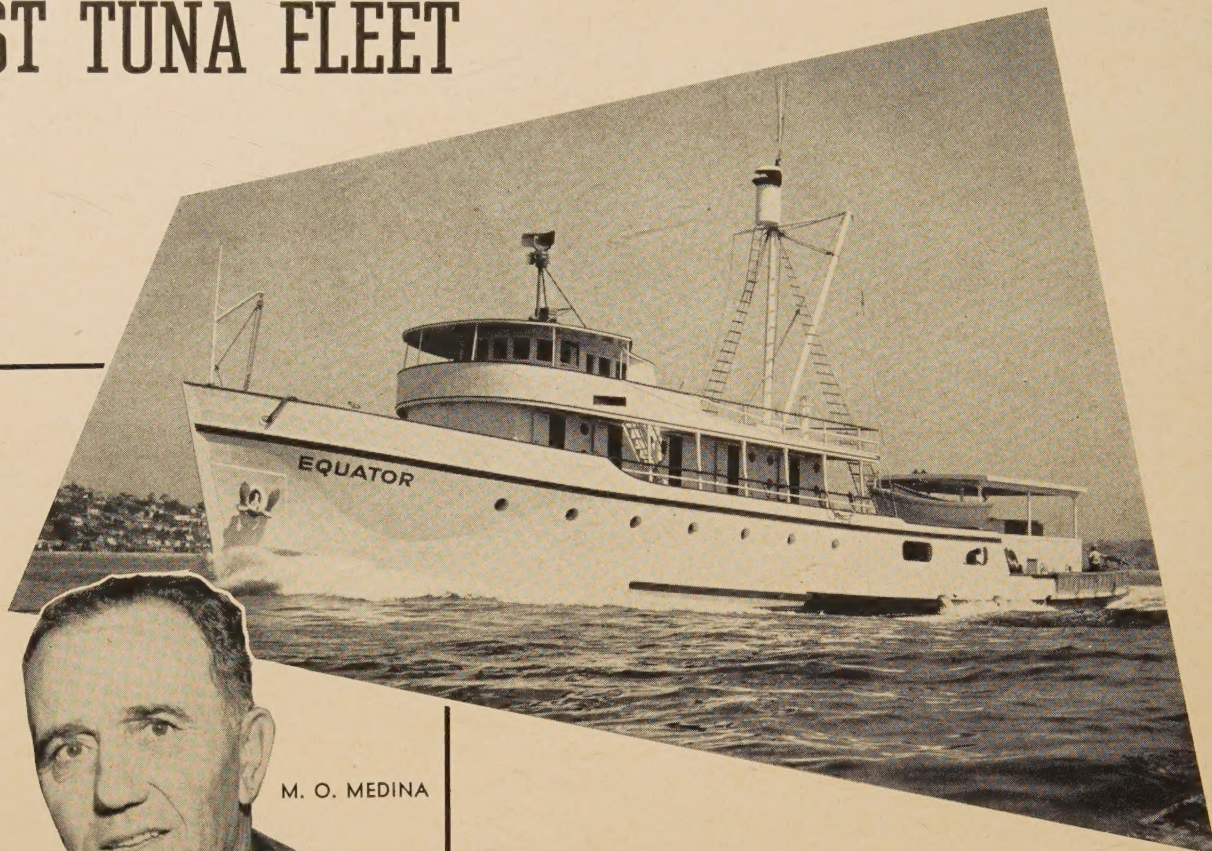


ginning:

Death Throes of an Industry

"NATIONAL" designed - "NATIONAL" built...

the EQUATOR joins the WORLD'S FINEST TUNA FLEET



M. O. MEDINA

Launching of the tuna clipper Equator at the National Steel and Shipbuilding Corporation plant July 28 marked another milestone in the career of M. O. Medina, a pioneer in the local fishing industry.

Mr. Medina, who came to San Diego in 1912, a year after arriving in this country from his native Pico Island, in the Azores group, built his first fishing boat, the Pacific, in 1914. He then built the Oceanic, following this with the Atlantic, a 110-footer, whose capacity of 160 tons of fish made it the largest tunaboat operating on the West Coast at the time.

The Cabrillo and Mayflower, under construction for "M. O." early in World War II, were taken over by the government.

Mr. Medina currently owns the majority stock in four clippers, High Seas, Star of the Sea, Normandie (159'6" in length with a capacity of 450 tons of fish), and the Equator. The Ecuador, sister ship of the Equator, is being built for him at National Steel.

Mr. Medina's waterfront activities include an interest in the High Seas Tuna Canning Co. (of which he was formerly president). He is a director of the American Tunaboat Association and served as its President last year.

EQUATOR, built for M. O. Medina, and the first wood tuna clipper turned out at National Steel and Shipbuilding Corporation, is 138 feet, 3 inches long, with 31'-4" beam and 15'-6" depth. Capacities are 360 tons of fish; 60,000 gallons of fuel oil; 1,500 gallons of fresh water (water maker); 1,700 gallons of lubricating oil. Cruising range, 20,000 miles. Crew's quarters, 19 men.

Powered by Enterprise DMG Diesel, single acting, direct reversible, 4-stroke cycle, 12"x15" 490 RPM, supercharged to provide 925 BHP, driving 96" propeller through 2:1 reduction gear.

Auxiliary Diesel Generators: Two Murphy 6-cylinder 1200 RPM 158 BHP Diesels direct-connected to 110 KW, 125 volt DC generators. One General Motors model 6-71, 6-cylinder, 1200 RPM, 90 BHP Diesel direct-connected to a 125 volt, 60 KW DC generator.

The bait box and all of the brine wells are lined with 1/4" thick steel plate insulated with cork. The vessel has a Sperry steering system which provides manually controlled electric and automatic steering. Four 6" x 6" Kohlenberger ammonia compressors supply refrigeration.

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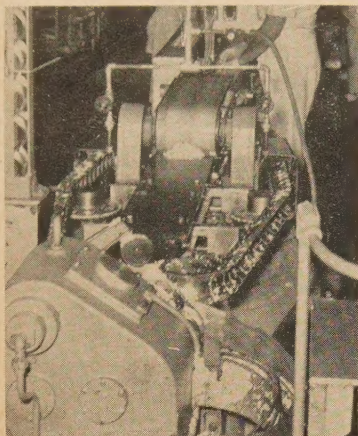
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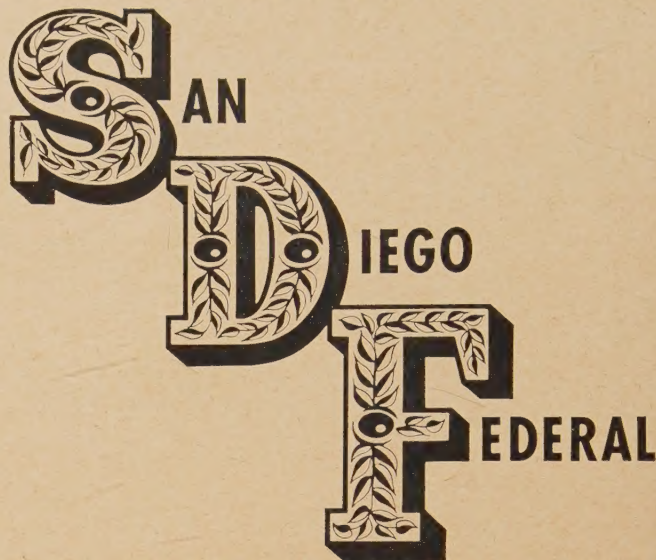
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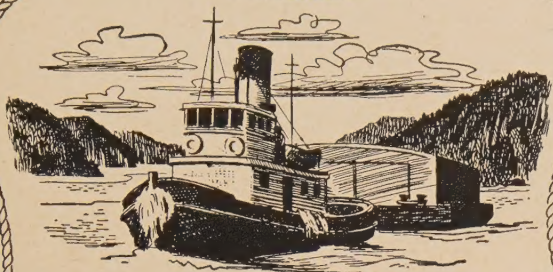
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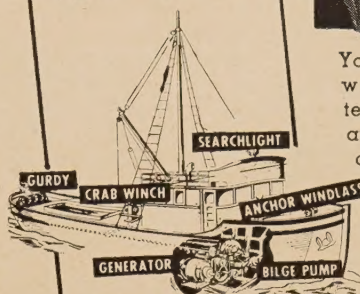
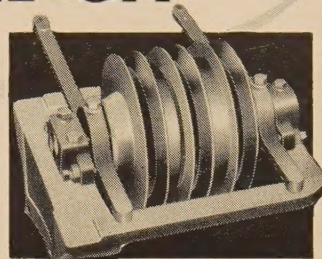


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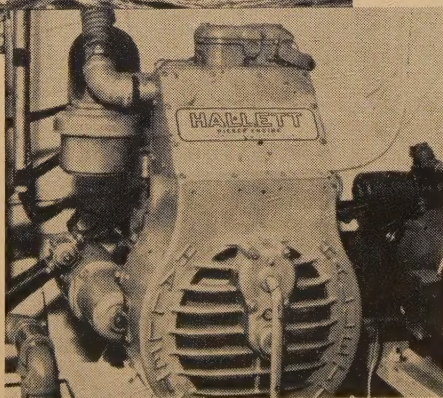
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Pictured above is the "Sylvia Shaw" on her trial run at Jacksonville, Florida. And, of course, her Hallett Auxiliary can be depended upon to keep her at the peak of efficient running operation.



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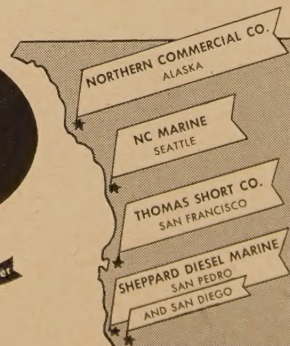
The new "Sylvia Shaw" uses a dependable Hallett Model AC-1, 5 Horsepower, Air-Cooled Diesel Auxiliary Engine driving a compressor for air starting of the main engine and also driving a generator supplying the vessel with electricity.

Hallett Air-Cooled Diesel Engines, because of their compactness, rugged construction and minimum weight offer the boat owner a real "work horse" to power his auxiliaries.

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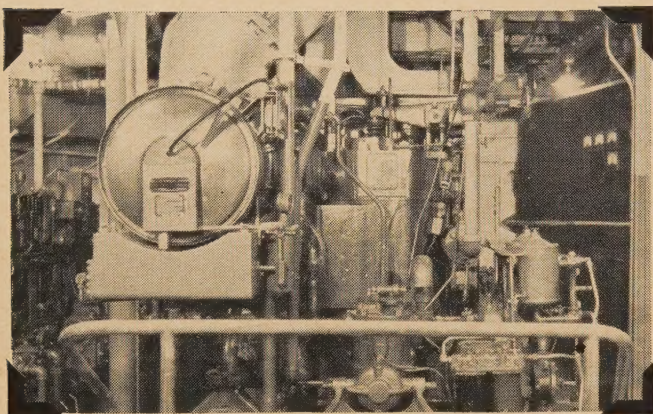
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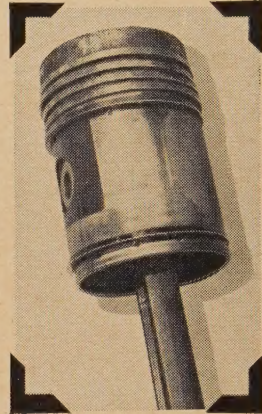
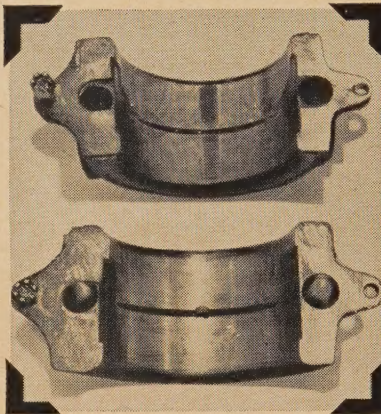
STANDARD ENGINEER'S REPORT

DATA	
LUBRICANT	<i>RPM Delo Oils</i>
UNIT	<i>Atlas diesel engines</i>
SERVICE	<i>Tuna fishing — long cruises</i>
CONDITIONS	<i>Constant load operation — high temp.</i>
FIRM.	<i>M.V. Lucy Elena, San Diego, Calif.</i>

Engine-cleaning oil saves overhaul, ends bearing failures!



WORKING UNDER CONSTANT LOAD for as long as 90 days at a time, the Lucy Elena's diesel engines continually "gunked up", rings stuck and one of the auxiliaries wiped out a bearing. Switching to RPM DELO Heavy Duty Oil stopped all the trouble. It cleaned



deposits from the engines and saved the expense of tearing them down. For over 1½ years now it has kept all moving engine parts clean and in good condition. The connecting-rod bearings and piston shown above came from one auxiliary after 8000 hours operation.

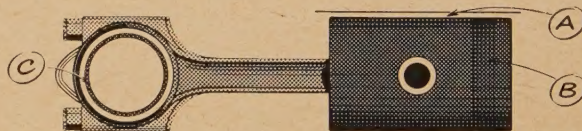


THE M. V. LUCY ELENA fishes off California and South America. Standard Diesel Fuel is used in her engines. Its controlled distillation range, correct flow and proper ignition provide full, uniform power. Standard Diesel Fuel and RPM DELO Oil get the most out of diesels.

CAPTAIN JOHN BALESTRERI of the Lucy Elena, says, "In the tuna-fishing business, engine trouble can be mighty costly both in lost time and cargo. Since using RPM DELO Heavy Duty we have had exceptionally clean engine operation and no bearing trouble as we experienced with the previous oil."



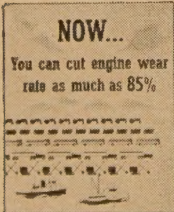
How RPM DELO Oils keep engines clean and prevent wear



- Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.
- Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.
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STANDARD OIL COMPANY OF CALIFORNIA

PAN-AMERICAN fisherman

NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine TUNAFisherman

MAIN OFFICE
205 Broadway Pier Bldg.
San Diego 1, Calif.—Phone F-7328

A Journal Published Monthly
Serving the Pan-American Fisheries
A Marine Press Publication

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Volume 6 Number 2

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COVER

M. O. Medina's great new clipper, Equator, built by National Steel & Shipbuilding Corporation, San Diego, California.

CONTRIBUTING EDITORS

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William A. Walters - Phil Bertram - Hap Holliday

FOREIGN BUREAUS

Honolulu, T. H.; Anchorage, Alaska; Sydney, Australia; Mexico City; Lima, Peru; Balboa, Canal Zone; Capetown, S. Africa; Tokyo; Ensenada, Mexico; Tijuana, Mexico.

DOMESTIC BUREAUS

Portland Oregon; Seattle, Washington; Coos Bay, Oregon; San Francisco, Los Angeles, San Pedro, San Diego, Monterey, California; Aberdeen, Washington; New York City, Washington, D. C.; Boston, Massachusetts.

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ABOUT THIS ISSUE:

HUGE importations of foreign tuna into the United States has reached a point wherein it nearly spelled financial disaster for the tremendous fleet in Southern California.

Despite repeated warnings by authorities of the Tuna Capitol of the World, the State Department has repeatedly refused to sanction a re-adjustment of the tariff on foreign fish entering this country.

Congress, it appears, is as much to blame. Several years ago, in fact, Congress refused to adopt a quota system so suggested by members of the industry, as a means of protection to the American fishing industry, based upon American industrial ideals conducted by American businessmen, and dedicated to American prosperity.

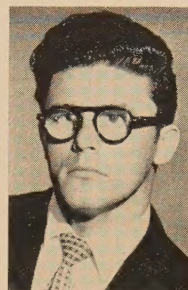
This magazine is fortunate in having a man like John Springer on its staff. Springer is one of the foremost authorities on West Coast fishing industry operations and history, so, for a complete and expert analyzation of the subject turn to page 10 and read about the "Death Throes of An Industry."

The Pan-American Fisherman Magazine continues its merchandising series in this month's issue, and stepping upon the pedestal of industrial importance for September is the famous Van Camp Sea Food Company, Inc.

An economic crisis on Wall Street caused young Gilbert Van Camp's father to lose controlling interest in the famous Van Camp vegetable packing industry in the Middle West, circa 1900. Gilbert, not one to sit around and wait for opportunities to come to him, ventured forth into the uncertain and somewhat confusing business world of that day by packing his bags and "going West."

His venture paid off, and how! When he reached the sunny shores

of California he discovered the old California Tunny Canning Company plant. He promptly wired his father to come and "take a look at it." His father did. They bought the plant, which was situated on Terminal Island, and slowly built it into a veritable fortune. But not without their share of troubles.



Limited fishing operations, a disinterested public, lack of operating funds, and, most important, the inefficient fishing equipment then in use all added weighty problems and difficulties to the project. But, somehow, through co-operation and determination, the Van

Camp Sea Food Company, Inc., emerged as a profitable and world-famous organization.

For a closer look into the history-making background of this most famous of all canneries, turn to page 14.

Have you ever noticed the "floating forest" in our beautiful harbor? If not, you can't claim to be a well-informed person on marine news.

Many of San Diego's largest and sleekest tuna clippers are constructed of seasoned and treated lumber chopped out of the Northwest regions of this great country of ours. The huge 12 x 12's that go into building the hull and parts of the superstructure of a big clipper are merely toothpicks compared to their original being. The giant trees that tower heavenward in Canada, Washington, Oregon and Northern California have been the supporting backbone of the ever increasing West Coast fishing fleet. Pioneer fishermen and boat owners are choosy about their vessels, which is understandable. Many boat owners prefer wooden boats, such as M. O. Medina, the "Dean" of fishermen in this locale, while other are champions of the metal types.

The eventual conversion of the forests into gleaming and swift tuna clippers is revealed in the story, *Clipper Timber*, on page 16.



The GLOBE

An International News
File compiled by
FOREIGN BUREAU
of
Marine Press Association

Guaymas.—As the month of June ended, it is estimated that over 90 percent of the Guaymas shrimp fleet was immobilized, a July 10 American Consulate dispatch from Guaymas states. The shrimp boat owners decided that future trips were not likely to be fruitful enough to cover even operating expenses and so they tied up their boats. Five of the seven shrimp freezing plants had closed down for the season and the remaining two were making preparations to receive their last incoming boats.

Early in June, Guaymas shrimp operators received Federal Government assurances that a million peso (about US \$578,000) loan would be made available to them. They planned to pay off high interest-bearing notes and renew their commercial credit with this money. However, as the month went by without the prompt action they felt their position deserved, they became discouraged and are now doubtful that the money will ever be forthcoming. Some hopes are placed in the efforts being made in the Secretaria de Hacienda to return to the fishing cooperatives a portion of their past contributions to a reserve fund which was intended to take care of such emergencies. The outcome of these attempts to get financial assistance for the industry is still in doubt.

Statistics released by the Instituto de Pesca del Pacifico indicate that as of May 31, a total of 4,843 metric tons of shrimp were delivered to Guaymas plants during the 1950-51 season. This is about 11 percent lower than the catch for the same period of the previous season. June landings are not anticipated to be in excess of 200 tons.

Mexico.—Under a new law pending in the Mexican legislature, American vessels fishing shrimp would be permitted to unload their catches at Mexican ports where the shrimp could be processed in newly-opened plants, a June 28 report from the American Consul at Matamoros states. American fishing vessels are now permitted to enter Mexican ports with "touch and trade" papers only for refueling, icing, or minor repairs. Under the contemplated law, United States shrimp vessels would be permitted to unload their catches on payment of two cents per pound tax. For an additional two cents per pound, the shrimp could be processed, packaged, and frozen in Mexican ports.

With the increased activity in the processing field, Mexico can now offer three new processing plants in Carmen and those which have been in operation for some time at Marciscos del Carmen and Madere. Two other plants are being considered for ports within range of the Mexican shrimp beds.

It is reported that the new legislation has excellent chances of becoming law since the Secretario de la Marina is allegedly in favor of the step. Passage of the law would probably lead to the eventual establishment of Carmen and Compeche as important fishing centers on the Gulf Coast just as Guaymas and Mazatlan are on the West Coast.

Costa Rica.—Fish caught in Costa Rican extraterritorial waters, when re-exported, are not subject to the export license provisions of the current law for Control of International Transactions, according to Law No. 1304, promulgated and effective on June 19, 1951. This law has been enacted to clarify provisions of the International Transactions Control Law as they apply to tuna taken outside of Costa Rican waters and brought to Puntarenas for refrigeration and subsequent shipment to the United States; or to tuna caught beyond the Costa Rican territorial waters and transferred to other ships at Puntarenas or other Costa Rican ports for delivery to the United States. Commercial documents covering these shipments usually value the fish at the delivery price in the United States. Local authorities have taken the position that such shipments were subject to the provisions of the Law for Control of International Transactions. In practice this forced shippers to obtain licenses for their re-exports of tuna. Furthermore, shippers under this interpretation were also compelled to liquidate the U. S. dollar invoice value of the shipments in Costa Rica at the official rate of exchange. However, it is apparent that there was no justification for the requirement that more than the dollar value of services rendered in Costa Rica should be liquidated in Costa Rica regardless of the rate of exchange specified. Law No. 1304 removes this anomaly, a June 19 dispatch from the American Embassy at San Jose reports.

Iceland.—Southwestern Icelandic fishermen have been reluctant this year to commit themselves to participation in the North Coast herring fishery, a June 27 report from the American Embassy at Reykjavik states. Initial preparations to get purse nets and boats in shape have been undertaken by several fishermen, but many of them have apparently decided not to leave their home ports for the North Coast until they receive definite word that the herring are running in that area.

There are indications that the number of foreign vessels participating in Iceland's North Coast herring fishery will be considerably lower than in previous years. It has been reported that only 20-25 Swedish boats are, or soon will be, on their way to Iceland, as against 52 in 1950. Norwegian vessels are expected to be less than 200 as compared to 211 in 1950. A few Russian boats have been sighted fishing 50-70 miles off the North Coast.

For herring delivered for reduction, fishermen will receive US \$6.76 per "mal" of 135 kilograms (300 lbs.)—about 27 percent higher than the price paid in 1950 and 55 percent higher than the price paid in 1949. No prices have been established yet for fresh herring delivered for salting.

Spain.—For the first time in years, Spanish albacore packers are reported to have been operating at 40 percent of their capacity, a record production since the termination of the Spanish Civil War, a June 21 dispatch from the American embassy at Madrid states. Fish canneries were able to increase their tempo of production because of favorable landings of albacore during June.

Contracts,

Fiestas,

Deaths

FISHERMAN'S FIESTA IN SAN PEDRO

Will Run Three Days

San Pedro, Cal., August 15—(MPA)
—San Pedro's 5th annual Fisherman's Fiesta, one of the greatest celebrations of its kind on the West Coast, is gaining momentum for one of the most spectacular exhibitions in the history of the nationally publicized event.

Religious, civic and military groups all climb on the Fiesta bandwagon every year and beat the "drums" for the mammoth celebration, which heralds the Los Angeles Harbor as the country's largest commercial fishing port.

Heretofore a two-day event, this year's tribute to the fishing industry will extend over three days. A skipperette, traditional with the Fisherman's Fiesta and yet to be chosen from among the harbor area's fairest young ladies, will

reign over the three-day festivities.

Many and varied attractions are being added to this year's program, according to Ted S. Rafalovich, Fiesta chairman. All three days, Friday, Saturday and Sunday, will be sparked with booths, boat rides, a carnival and navy ship inspection for the thousands of visitors, with the thrilling climax the blessing of the fleet on Sunday and the parade of more than 100 fishing boats, colorfully decorated in accordance with the overall theme of "American Holidays."

A square dance Friday, Sept. 21, a parade through the streets of San Pedro and street dance following on Saturday, Sept. 22, are just a few of the preliminary events that will lead up to the impressive religious ceremony on Sunday, Sept. 23. Sunday's events also will include a spectacular helicopter rescue

by the Coast Guard and participation of the County Band.

Women's Division of the Los Angeles Chamber of Commerce as guests of the women of the San Pedro Chamber, will be afforded a preview of the Fiesta weekend at a day-long program of events planned for them on Friday, Sept. 21.

VAN CAMP SKIPPER DIES

Capt. Walter Morgan Victim

San Diego, Calif., August 17—(MPA)
—Van Camp Sea Food Company, Inc., reported the death of Capt. Walter Morgan, 52, skipper of the tuna clipper *Yolande Bertin*. Capt. Morgan died of a heart attack in Panama.

Surviving the Capt. are his wife, who lives on a ranch near Palm Springs, and a brother, Harold, skipper of the tuna clipper, *Chicken of the Sea*. The body was planed from the Canal Zone to San Diego.

"INVADER" GONE 12 DAYS

Returns With \$39,150 Catch

San Diego, Calif., August 17—(MPA)
—One of the swiftest and most profitable voyages of the current fishing season was revealed last month when the clipper *Invader*, skippered by Dominic Castagnola, arrived with a catch worth \$39,150. The *Invader* was gone less than 12 days, during which time she caught 135 tons, consisting entirely of skipjack except for one lone yellowfin.

"WHITE STAR" BACK IN PORT

460-Ton Catch Reported

San Diego, Calif., August 17—(MPA)
—The Van Camp Co's tuna clipper *White Star* arrived at dawn on August 17 from Latin-American waters with 460 tons, one of the season's largest catches.

MRS. ANITA L. AMBROSE DIES

69 Years Old

San Diego, Calif., August 10—(MPA)
—Mrs. Anita Louise Ambrose, 69-year-old mother of W. Wade Ambrose, Pres-



Repetition

Feast of Holy Ghost parade in San Diego, is indicative of what may be part of San Pedro, California, pageant this year.

ident of the Westgate-Sun Harbor Co., died in a La Jolla, California hospital on the night of August 10. Mrs. Ambrose, who resided at 4105 Alameda Drive, had been a resident of San Diego since 1918.

The husband of the deceased, the late Wylie Ambrose, established the Westgate Co. here in 1925, later merging with Sun Harbor.

Mrs. Ambrose is survived by her son, two daughters, Mrs. Florence B. Gustafson and Mrs. Anita L. Davis, both of San Diego, and 11 grandchildren.

JIG BOAT MISSING

"Tomboy" Subject of Search

San Diego, Calif., August 15—(MPA) Coast Guard planes began an extensive search along the Baja California coast north of Ensenada for the missing 40-foot jig boat, *Tomboy*, skippered by Naimo Hermango, of Eureka, and his son, a crewman.

Reports revealed that the *Tomboy*

was scheduled to have arrived in San Diego at noon August 6. The vessel has not been sighted or heard from since it left the harbor on an albacore run.

NEW BUOYS IN YACHT HARBOR

Range Targets For Navy

San Diego, Calif., August 12—(MPA) —The Harbor Department, with co-operation of the Coast Guard lighthouse department, has established two range buoys in the municipal yacht harbor. The buoys are trapezoidal range targets, painted international orange with white stripe and each shows a fixed green light.

CAUGHT WITH LOBSTERS DOWN!

Former Lifeguard Faces Jury Trial

San Diego, Calif., August 11—(MPA) —A former lifeguard at Santa Monica, California, was arrested on August 11 and faces a charge of possessing 6000 pounds of lobster out of season.

Arrested was John Donahue, 33, and Albert Lee Hewitt, 22, also of Santa

Monica. Each posted \$500 bail with Judge A. F. Molina to assure their appearance September 20 for a jury trial.

State Fish & Game authorities stated that Donahue and Hewitt were aboard the *Palami Kai*, a converted Santa Monica lifeboat, anchored off Hotel del Coronado, and that when the state's boat approached, Donahue leaped over the side and swam 800 yards to the beach, where he was picked up.

ANOTHER TRIUMPH

Equator:

San Diego, Calif., August (MPA)—A man who has led the fishing industry of San Diego and Southern California to staggering success and financial richness, witnessed the launching of another of his giant tuna clippers last month, marking the fifth such vessel to enter the sea as a mechanical minion of his.

M. O. Medina, the amazing and brilliant businessman who more or less put the fishing industry of Southern California on its feet way back at the turn



Tycoon

San Diego, California's M. O. Medina, "Father of the Long-range Clippers."

of the century, watched as his clipper, the *Equator*, slipped down the way at National Steel and Shipbuilding Corporation on July 28, at precisely 3:35 p. m. It wasn't an original experience, as mentioned before, but it nevertheless gave the same feeling of excitement and anticipation to M. O. Medina, and the many hundreds of persons present at the impressive ceremonies.

In addition to the *Equator*, Medina owns the tuna clippers *Normandie*, *Heroic*, *Star of the Sea*, and the *High Seas*. Under construction at the National Steel yard is the *Ecuador*, sistership to the *Equator*. The *Ecuador* is expected to be completed and dedicated to the fleet sometime in late November or early December.

Medina's most recent addition to the fleet boasts the latest and most ingenious mechanical accouterment. The overall length of the *Equator* is 138 feet 3 inches. The vessel has a 31-foot, 4-inch molded beam with a molded depth of 15 feet, 6 inches. Total fish capacity is 360 tons; total fuel oil capacity is 60,000 gallons; cruising range is approximately 20,000 miles; fresh water storage (water maker) is 1,500 gallons; lubricating oil capacity is 1,700 gallons, and a crew of 19 men will man her decks.

The *Equator's* main engine is an Enterprise DMG 38 Diesel, single acting, direct reversible, 4-stroke cycle, 12 inches by 15 inches 490 RPM, supercharged to provide 925 BHP, driving 96-inch propeller through 2:1 reduction gear. Auxiliary Diesel Generators: two Murphy 6-cylinder 1200 RPM 158 BHP diesels direct-connected to 110 KW, 125 volt DC generators. One General Motors model 6-71, 6-cylinder, 1200 RPM, 90 BHP diesel direct-connected to a 125 volt, 60 KW DC generator.

Hull: The *Equator* features a wooden hull with 3 inch planking and 4 inch ceiling. The bait box and all of the brine wells are lined with 1/4-inch thick steel plate insulated with cork. The vessel has a Sperry steering system which provides manually controlled electric and automatic steering.

Four 6-inch by 6-inch Kohlenberger ammonia compressors supply refrigeration.

The sistership *Ecuador* will be equipped identically to that of the *Equator's* equipment.

All electric motors and pumps are by the Fairbanks-Morse Company.

Galley ranges for both the *Equator* and *Ecuador* are Carlson Oil-Burning Marine ranges, provided by the Carlson Company, well known manufacturer of galley ranges of San Diego.

The Murphy auxiliary engines were provided by the Diesel Technical Service, Murphy Diesel representatives, of 205 W. Market Street, San Diego.

Medina, a diminutive, alert and friendly gentleman, is known by everyone in, or indirectly connected with, the fishing industry. He built and captained the first long range tuna clipper that operated out of San Diego in the beginning of this century, which, if memory serves correctly, was the *Atlantic*. The 57-year-old tuna tycoon was born in Pico, the Azores, in 1894, from whence he made the long hop across the big pond to San Diego, California, in 1911. He immediately bought a small pig boat, and, in subsequent years, managed to save enough money to finance the construction of a large tuna clipper, the *Atlantic*. Because of the success of that sea beauty he has been building and fishing ever since.

SKIPPER DESCRIBES SINKING

Dolphin Joins "Namesakes"

San Diego, Calif., August 11—(MPA) —The skipper of the 45-foot fishing boat *Rolphin*, Millard Keith, described the sinking of his ill-fated craft August 7 near the San Benita Islands.

Keith told authorities he was awakened early on the morning of the accident by water flowing into the cabin. He said he and his crewman, Damas Devers Jr., leaped from their bunks and tried to start the engine, which they found to be out of commission. They then

flashed an emergency radio call for assistance.

When the vessel started sinking both men went over the side and were immediately rescued by a nearby fishing boat. They were returned to San Diego on the tug *Pacific Retriever*, which transferred them to a Coast Guard patrol boat off Point Loma. The *Dolphin* had 10 tons of albacore aboard at the time of the sinking.

NATIONAL HITS JACKPOT

Get Navy Contracts for \$3,329,363

Washington, D. C., August 13 — (MPA) —The Navy Bureau of Ships awarded contracts totaling \$3,329,363 to the National Steel & Shipbuilding Corporation of San Diego, for construction of 39 Army and Air Force vessels in the fiscal year ending June 30.

The contracts included one for 13 120-foot steel cargo barges, \$908,713; 16 65-foot steel cargo or passenger boats, \$1,900,800, and 10 45-foot steel diesel harbor tugs, \$519,850.

COPELAND SUCCEEDS HARPER

Van Camp Executive Shuffle

San Diego, Calif., August 12—(MPA) —An administrative shakeup occurred in the Van Camp Sea Food Company's local plant this month when Glenn H. Copeland was promoted to the top executive role of General Manager, replacing R. Bates Harper, who resigned. Harper has been with Van Camp's for more than 16 years.

(Continued on page 18)



New Member

One of latest additions to fleet is M. O. Medina's new clipper, *Equator*, built by National Steel & Shipbuilding Corporation.

By JOHN
SPRINGER

Death throes

Huge Importations of Foreign Tuna

CALIFORNIA'S fabulous, multi-million-dollar tuna industry and its multitude of "fringe" groups are facing a major financial disaster because of a virtual blizzard of foreign-caught fish importations, and, if something is not done immediately to rectify the situation, many authorities are predicting the end of the industry as a top-ranking enterprise within six months.

Why is this so?

Because the Congress of the United States, a body of lawmakers dedicated to the protection of Americans, American ideals and American principles, has consistently refused to protect this group from the industrial maraudings of foreign nations whose low wage standards, mediocre tax assessments and inferior living conditions permit them to undersell the American at every turn!

The tuna industry, as the result, is dying by inches.

Once a proud and wealthy American institution whose yearly output for canning supplies was approximately \$18,720,000; its galley supplies \$10,155,625; its output for diesel fuel and lubrication oils \$18,887,860; its insurance bill \$21,043,085; its maintenance of ships, et cetera a \$21,597,335, and its operating supplies \$6,548,285, it now is a shadow of its former stature.

Hundreds of its vessels are tied up in port; many still loaded with fish. Other hundreds are idled, awaiting permission to fish; seventy-five per cent of its 12,000-odd employes are out of work; the once roaring canneries are operating with skeleton crews; banks are alarmed

and tightening up, and many boat owners, whose craft are yet not entirely paid for, are in danger of losing their ships.

What has caused this?

Basically, three things. They are, in turn:

(1) The State Department's desire to rehabilitate, primarily at the expense of commercial fishing, Japan's war-damaged economy.

(2) Congressional disapproval of a quota system sought by industry leaders several years ago.

(3) The processes of American industrial expansion.

TAKING one point for another, first let it be said that no one possessed of a spark of humanitarianism would deny any people a chance to live in security, especially a nation plunged into a holocaust by warlords. But the catch is, Japan's economy is being re-established almost entirely by the tuna industry. Japan is a tiny nation; its industry, other than fishing, is of little account. Therefore, that country is plying its commercial fishing for all the industry is worth.

Moreover, Japan is being protected in its fishing trade with the United States by a total absence, in some instances, of any tariff at all. Yet, Japanese fishermen and ships are as numerous as the stars. The country has thousands of tiny boats; her fishermen consider themselves lucky if they can gross twenty-five cents a day; they are excellent workers, and, hence, they have dumped, within the past six months, staggering quantities of fish on American markets.

Second, even though most of the tuna industry's leaders saw the dilemma coming more than three years ago, and tried to introduce Congressional interest in a quota system, they met with a flat turn-down from that august body of law-



Hamstrung

The successful *St. George*, one of many big clippers to be idled by tuna importation crisis.

of an INDUSTRY

Early Spelled the End of San Diego, California's, Once Mighty Fleet

makers. The question then, as it is today, was one of selfish money interest; one state's interest, in brief, against the other. Our Congressional leaders on the West Coast, of course, could not, and cannot, push through Congressional interference with the situation alone. In soliciting aid from some Midwest Senators, they met with that selfish interest. The constituents of these Midwestern lawmakers, who were and are doing a land office business on exportations to foreign countries, were, quite naturally, desirous of keeping down the tariff. In other words, low tariff here; low tariff on what they shipped out, in addition to more foreign dollars to buy American heavy products.

FOR a third item, we have the subject of expansion. Both the State Department and the Congress seem to have forgotten that a measure instituted one year, may, as the result of an expansion movement, find itself outmoded and unworkable the next. An example of this sort of thinking is reflected in a recent letter from Jack McFall, Assistant Secretary of State, to San Diego's Rep. Clinton D. McKinnon.

"Imports," observed McFall, "of fresh or frozen tuna, including albacore, have come into the United States for a number of years, thus permitting United States canneries to import at a lower cost than would be possible if tariff charges had to be paid. Frozen tuna, including albacore, has been on the free list in the tariff acts of 1922 and 1930. A duty could be imposed on frozen tuna only by an act of Congress."

What McFall fails to consider in its true light is the very subject of expansion. It takes money to expand, and, although the West Coast commercial fishing fleet has been producing but perhaps fifty percent of its total capacity for the past year, a terrific expansion previously had occurred. It is not, moreover, the fault of the fisherman or canner that such expansion has resulted

in only the fifty percent of production capacity just mentioned. Most canners have been expending millions of dollars yearly in national and local advertising to keep ahead of the fishing fleet's expansion. It is not, indeed the fault of the fisherman because he has expanded. If this is a free democracy, then he's only following an American tradition, and, on the subject, one of the best and most important of our traditions.

Fifty years ago, albacore was selling on the San Diego market for ten cents apiece. Fifteen years later, no less than thirty-seven canneries were doing busi-

ness along the coast from San Pedro to, and including, San Diego. During those years, the Portuguese in San Diego, the Slavs in Newport Beach and the Italians in the San Pedro and San Francisco areas, fought the elements in tiny boats, broke open a market, and nursed a mediocre operation into a \$200,000,000 West Coast blue chip. That's expansion, in the finest American tradition. Yet there are some politicians who would criticize this operation, and lay the fault of today's crippled industry at the door of the fisherman and canner.

(Continued on page 21)



Idled

The *Scarlet Queen*, one of fleet's largest clippers. Such craft demand about \$20,000 a trip to meet expenses alone.

Progress & Production

NYLOCK:

"Greatly increased availability of nylon for Nylock netting has now become a fact," it was announced by Willard S. Heminway, president of Heminway & Bartlett Mfg. Co. "This marks a new era for this sensational netting in that it can be supplied not only in greater quantities but also in a wide variety of sizes hitherto unavailable or available only in limited quantities."

The superior qualities of Nylock have been proven in many types of fresh and salt water fishing, according to N. C. Brownell of Brownell & Co., Inc., Moodus, Conn., sole distributor of Nylock. "But due to the shortage of basic nylon, not enough of this netting has been available to meet fishermen's demands nor has it been possible to manufacture the heavy twines required by many branches of the fishing industry. Now," Mr. Brownell stated, "We are going right to work to manufacture twines in a wide range of sizes and in substantially increased quantities."

Nylock was perfected early in 1949 after other types of nylon netting had proved unsatisfactory and after considerable research and experimentation to eliminate stretch and knot slippage. It immediately took hold in the areas tested—especially for gill netting on the Great Lakes where fishermen made fabulous reports as to its superior fish-catching qualities. Some said it caught twenty times as many fish as comparable cotton or linen. Added to this were the advantages that it does not need to be dried or treated with preservatives; it is stronger and unaffected by mildew, fungus, oil or gasoline; and it is lighter and easier to handle. Thus, one Nylock net does the work of two or three.

Under the Heminway & Bartlett process, on which the patent is pending, the nylon is specially treated to lock the threads together to prevent slippage. Tests showed it retains superior tensile strength after use, absorbs a minimum amount of moisture and shows little discoloration.

The only problem has been how to meet the tremendous demand. In order to distribute the Nylock as equitably as possible, Brownell & Co. allocated the

available supply among five or six leading net manufacturers to meet, at least in part, the demands from their customers. Also to stretch the supply as far as possible, they concentrated on the finer sizes.

APPOINTMENT:

R. E. Erbentraut has been appointed marine sales manager of the Sperry Gyroscope Company Division of The Sperry Corporation, it was announced recently. He is responsible for the sale of all commercial marine equipment, a field in which Sperry has pioneered for over 40 years.

A graduate of the United States Naval Academy in 1939 following a year at Kansas State College in electrical engineering studies, Mr. Erbentraut joined Sperry as a marine field service engineer. He served in the Great Lakes area and opened the Boston sub-district office covering the northeast seaboard. He has been assistant marine sales manager since 1942 and during the war handled Navy contracts for all marine navigational equipment. Since the war he has been active in introducing marine radar, loran and improved type compasses and automatic steering controls.

Nylock

Union Diesel

Roll-Rite

Appointments

Memberships include the Propeller Club of the United States, Port of New York, Society of Naval Architects and Marine Engineers, American Society of Naval Engineers and the Institute of Navigation.

UNION DIESEL:

Outstandingly satisfactory tests on Model P6 Union Diesel have been overwhelmingly confirmed by nearly two years' service in heaviest towing work, S. W. Newell, vice president of the Union Diesel Engine Co., of Oakland, Calif., reports. It is felt that the design and construction have been proved in a satisfactory manner and the engine can now be broadly offered.

Recent installations of the supercharged Model P6 Union Diesels are: New steel tug—Jackson Towing Company, Angleton, Texas. Repowered fishing packer—B. C. Packers Ltd., Vancouver, B. C.

Mr. Newell says: "We are endeavoring to keep ahead of the demand by having an engine or two under construction if not actually in stock. Bids made have indicated that the prices of these engines are most competitive. Shipment schedules remain good."

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"Cabrillo"

Harold Peary, stage, screen and radio star, will take part of famous Portuguese explorer in pageant.



ALTHOUGH the years since the first Portuguese landed on these shores have been many, and the celebrations of one nature or another both numerous and colorful since then, an event will occur here on September 30 that promises to outshine all previous extravaganzas staged by a people famous for their love of pageantry and festival spirit.

San Diego's big Cabrillo Club and Portuguese American Social Club, in short, has been working for several months now, to put over an operation on Cabrillo Day that is of a scope encompassing enough to focus the attention of the entire nation upon it.

Starting off with "Cabrillo's Landing," which will be re-enacted almost in direct replica of the original, the event will be highlighted by a street parade, dancing and barbecues. Harold Peary, star of stage, screen and radio, will portray Cabrillo in a mock landing from two likenesses of Cabrillo's *San Salvador* and *Vitoria*. Peary, the original "Great Gildersleeve," and now known as "Honest Harold," will reach shore aboard a whaleboat, one of two allotted for the purpose. The landing proper is to start at approximately 2:00 p. m., and the parade is scheduled for about 3:00.

"Cabrillo" will reach shore from the Bay, via the channel, and the parade will proceed West along Harbor Drive

Shades of Cabrillo!

to Rosecrans; then West to Addison; then South past the reviewing stand to S.E.S. Hall, where it will disband. The parade will consist of a number of floats, thoroughbred horses and colorfully-dressed marchers.

Adding something more to the extravaganza, will be a group of Indians who will meet "Cabrillo" on shore. Later, barbecue, ice cream and other refreshments will be served at booths set up near the Hall. Later still, a dance will be held at the Hall, and prizes will be given for the most colorful dress, the most outstanding riding groups and best floats. Bands will be placed along the parade route, and Peary will act as Grand Marshal of the parade. He will ride with D. L. Oliver, General Chairman of the event; and Mathew C. Monise, Chairman of the Landing Committee.

Peary himself, one of the brightest stars in the entertainment world, is considered a singularly logical choice for the part he is to play.

Born Harrold Jose Pereida de Faria, July 25, 1908, in San Leandro, California, he began his career as a boy of 12, a soprano with the Oakland Tribune Juveniles. His professional entry came as a legitimate actor in 1925, with occasional singing jobs in radio. In 1929, he began his radio career with National Broadcasting Company in San Francisco, which resulted, in 1941, as "The Great Gildersleeve," a character created by Peary in 1938, on the Fibber McGee program.

He has made six feature pictures with RKO, Paramount and Republic Pictures as "Gildersleeve." In 1950, he started a new character called "Honest Harold," over the Columbia Broadcasting Co.

By
STUART ALTON

Watch for Sept. 30! The Cabrillo Club's Social Group Has Some Fun In Store For You.



Front Man

D. L. Oliver, industry pioneer, made arrangements for original "Great Gildersleeve's" appearance.

YOU can't say you've read a book if you've read only the title. And you can't understand and know the history, pride, problems, effort, difficulties and persevering spirit of an industry unless you go beyond the name or title of that industry, on the grounds that you refuse to be content with no more than a smattering knowledge of what the name of a company might mean in performance and prestige, civically speaking.

There are, of course, many industrial tycoons on the American scene today who, by sheer force of intellectual brilliance and applied ingenuity, have managed to place themselves in a position of world renown and public acknowledgment as hypothetical *overlords* of their respective industrial fields. There are such familiar family names as Ford, automobile tycoons; Hearst, newspaper *duchy*; Vanderbilt, Rockefeller and dozens of others who have remained in the so-called capitalistic spotlight for generations. And, here on the West Coast, or more specifically in Southern California, there is a family name that rightfully belongs to the exclusive group of industrial leaders who long have guided the eventual destinies of their particular production world.

The name is *Van Camp*, long a symbol of tradition and dependable leadership in West Coast business circles.

Actually, the rise of the Van Camp Sea Food banner got its first hoist to-

The Van Camp Story

Since 1900 This Great Organization Has Been
A Leader in a Highly-Competitive Field

By JOHN HEGEMAN



Employment

Van Camp's employees hundreds of people. Scene shows part of them at work.

wards the top of the cannery pack early in 1900, when it started operating as a small commercial fish processing company. Today, Van Camp Sea Food Company, Incorporated, is perhaps one of the most expansive packers of marine foods in the world. This is indeed a remarkable achievement in view of a fact not too well known by persons not in the industry: Van Camp's Sea Food Company packs a limited amount of products, such as tuna, sardines and mackerel! This, to lend further accent on the remarkability of the company's phenomenal success, is all done in three canneries, located in San Diego, Terminal Island (California), and Astoria (Oregon).

A relative comparison with their competitors can best be gained from the company's production record in 1950. Van Camp's sales throughout the entire world amounted to the staggering sum of some \$34,000,000, the greatest part of which was realized from the sale of tuna!



Machinery

One of many machines used by Van Camp to turn out quality pack. This one is an E. H. Carruthers Co., Warrenton, Oregon, product. Carruthers organization has become nationally famous for their 'Pak-Shaper' and 'Pak-Former' products.

Of course, all this didn't come about merely because the company put up a few signs, spent a few cents advertising their introduction into the commercial canning industry, and sat back and awaited the eventually fruitful outcome. The roughest part of their early campaign to convince Californians that tuna was a delicious and edible food was in the fact that the fish was thought to be a no-good scavenger, and certainly was not a very desirable addition to anyone's menu who fervently followed the art of gastronomy.

It was in the early part of this century when young Gilbert C. Van Camp, II, packed his bags and moved to California. His father, because of an unreliable and constantly fluctuating economic market, lost controlling interest in the famous Van Camp vegetable-packing industry in the Middle West. Young Gilbert Van Camp was reluctant to leave his old home and familiar surroundings, but, on the other hand, there was the opportunity to partake of the excellent fishing offered on the coast, a subject of much importance to him. And it was because of one of his fishing excursions that a new Van Camp empire was established.

WHILE on a fishing trip to San Pedro with some friends, Van Camp discovered the old California Tunny Canning Company plant. The small layout was situated on the site where today stands the Fishermen's Cooperative Association. Gilbert, along with his almost fanatic zeal regarding fishing, was in addition a third-generation canner. His *grandsire*, Gilbert C. Van Camp, I, had founded and directed the Van Camp Packing Company back

home, and his father, Frank Van Camp, had invented canned pork-and-beans with tomato sauce, which immediately met with astounding success. Naturally he (Van Camp, II) was anxious to look the Tunny plant over, so he wandered into the tiny, ridiculously dilapidated plant. His experienced eye noted the haphazard and faulty procedures in effect, and his practiced mind recalled vegetable-packing machines used by his father that could easily be adapted to the process of canning fish. His mind worked like a well oiled machine: he could, with the proper funds, transform this feeble and somewhat inefficient operation before him into a lucrative and valuable production, and, at the same time, profitably combine his hobby of fishing and the career for which he'd been groomed. With that thought ranging in his active mind he wired his father in Indiana, inviting that astute and experienced gentleman to come to California. He wanted his father to undertake an inspection tour of the Tunny plant with the hope of urging him to consider purchasing the business.

Frank Van Camp made the long trip West, but when he arrived he expressed a somewhat dubious opinion of the ancient Tunny building. However, his son's enthusiasm and sincere interest in the contemplated improvements to the plant soon took hold of his innate cautiousness and business procedure, and together they bought the California Tunny Canning Company and renamed it the Van Camp Sea Food Company. The senior Van Camp returned to Indianapolis to terminate his business interests there while his son began the labor-

ious task of completely renovating the shabby property they'd bought. It wasn't an easy task.

He constructed a cold-storage warehouse to receive the huge consignments of catches that were anticipated; reparation of old machines and installation of new ones became an important phase of the renovation work; production lines were rearranged by Gilbert to achieve and maintain greater records of efficiency; and, of course, during this giant "re-facing" program Van Camp became well acquainted with his new employees. Incidentally, some of those early employees are with the company today. Soon after the reconstruction program was completed Frank Van Camp returned to California, and on June 6, 1914, an historical page of industrial history was recorded when the first catch of tuna was accepted by the Van Camp Sea Food Company.

Gilbert Van Camp's knowledge of the canning industry immediately made itself known, for the cold storage warehouse proved an invaluable aid to production control. As fast as fish were unloaded from the fishing boats in the fleet, which then numbered some 30 or 40 small Jap-manned vessels, they were trundled into freezing units, and a request for additional tons was dispatched. This delighted the fishermen, the unprecedented demand enabling them to make more money than ever before experienced in their work. But, they were unable to meet the constant demand for replenishment of fish in the warehouse, and it caused some anxious

(Continued on page 22)



Preparation

Fish in baskets, cleaned and selected with care, are ready for cookers in this operation.

CLIPPER TIMBER!

By FRANK
EVANS

You've seen the big timbers used in clippers when they arrive at a shipyard. Know how they're produced? Here's a bit about it.

THERE is, literally speaking, a veritable floating forest in San Diego, California's buzzsaw harbor that represents the very finest wood products of Washington, Oregon and Northern California. And this so-called floating forest silently signifies the remarkable versatility of Mom Nature is endowed with, since she is directly responsible for the origination of those wood products and their eventual transition from seedlings to powerful, graceful sea giants of the Seven Seas.

The huge and awsome beautiful oak, birch, cedar, redwood, pine, and fir trees that grace the rolling hills and dales of the fabulous Northwest Country of America are material proof of the tremendous natural

resources this country is capable of calling upon to maintain its high economic level of enterprise and production in international commerce and trade. There are actually billions of feet of tough, durable wood quietly and majestically waiting to be felled and groomed for commercial use in America's vast and incalculable industries. When those billions are cut down and dragged away by mule, tractor, and man, planted by man and cared for by him, thus assuring this country and its important industries of an unending supply of the finest woods obtainable.

When, in the early 1800's, the West was being invaded by daring explorers and scouts leading long trains of covered wagons filled to the canvas with courageous and sincere pilgrims of ad-

venture, California, Oregon and Washington were practically hidden under a thick and impenetrable bed of forests and native shrubbery that seemed to present an almost insurmountable obstacle. However, as it is well known by everyone in those three great States today, that so-called obstacle was overcome by men who never understood what the word *impassable* meant. They chopped and hacked their way through forests in order to plant their crops, build their homes, and corral their horses and other valuable animals. The task demanded long, back-breaking hours of labor and, in addition, a constant alertness brought about by the never-ending fear of torrential floods, marauding Indians, and, most important of all, the possibility of a crop failing to grow and yield its life-giving fruit.

But, as historical manuscripts reveal, the ultimate goal of a civilized, albeit somewhat confused country was propagated out of all that labor, anxiety, and—in many instances—death, and, it might be added here, the forests then in bloom played no little part in aiding the West's subsequent rise to a position of strength, richness, opportunity and unending growth.

Those same forests, though many years older by now, play no less an important role in today's growing America. The ring of biting axes, the buzz of ripping two-man saws, and the whine and scream of winch and cable dispatch a predominant echo throughout the fertile and beautiful mountains and valleys in the Northwest, lending somewhat of a romantic backdrop to the fabled tales of logging camps and their giant crews, which are usually compos-



Northwest Country

. From here



Northwest Product

. to here

ed of muscular, bearded behemoths of every conceivable nationality. Swinging axes in ham-like hands, they hack away at a stately forest king with blows that would fell an ox. Then, as every Paul Bunyon believer knows, the loud and long cry of "Timm-m-berrrrr" sounds through the clean, cool air, soon after which there is a loud crack and a lingering and somewhat scary "Whooossh" as the crippled tree slams to earth, another royal monarch ready to be sent on its ways to the mill and the spinning, tearing blade.

THAT sharp, singing blade is the initial conversion of the tree to commercial use. Long, clean slabs of rich smelling wood is obtained from the ton heavy, century-old trees, which, after being properly cut into required lengths are sent to those industrial organizations needing them. Among these buyers are the ship builders of the Pacific Coast shipyards, heavy users of the thick, sturdy wood. They buy huge lots of the processed timber with a sage and experienced assurance gained from years of such transactions. The wood, after being transported to respective yards, is stacked and readied for immediate use, namely, the construction of big, sleek tuna clippers that join the San Diego commercial fishing fleet at an average of one a month.

As an example of the amount of wood that goes into a big clipper in the commercial fishing fleet operating in Pacific waters, let's take a glimpse at some of the statistics written into the books on the 150-foot *Mary Petrich*, which was designed by James F. Petrich, Naval Architect at the Western Boatbuilding Company, Tacoma, Washington.

The *Mary Petrich* required 31,664 surface feet of exterior type Douglas fir plywood for her construction. That, needless to say, is a lot of plywood. Where and how was it used on the *Mary Petrich*? Plywood was used for 16 applications from cabin walls to bait tanks. Plywood was used to eliminate rust and extra repainting. It also was considered to reduce the overall weight of the vessel. Outer walls of the pilot house and main cabin are $\frac{3}{4}$ " thick exterior type plywood.

Innerwalls are $\frac{3}{8}$ " plywood. Both sides are nailed and glued to the stanchions

for extra rigidity. Interior partitions are $\frac{3}{4}$ " single thickness plywood. In the engine room, walls are of $\frac{1}{4}$ " plywood. Upper house decking is $\frac{3}{4}$ " and inside the upper house and main house, the decking is 1" plywood covered with magnesite compound. Outside plywood deck surfaces are covered with canvas. Three fish and bait tanks on deck are constructed with a double layer of $\frac{3}{4}$ " plywood.

One of the most important factors in building a boat is the consideration given to the problems of freedom from rust and the advantages of added insulation, which, of course, means plywood fits into the picture as the No. 1 material for the job. Another advantage of plywood is that, considering their great strength, the panels are light and terrifically rugged, thus are a definite contribution in the important plan of reducing the overall weight of the vessel.

Other statistics on the *Mary Petrich*: 150-foot long; 34-foot beam; draws 14 feet of water; propulsion is supplied by means of an efficient high speed diesel engine working through reduction gears; 68,000-gallon fuel storage, cruising range of 20,000 miles—almost enough to sail clear around the world! Crew quarters are provided for 20 men. The *Mary Petrich* is one of the fastest tuna clippers afloat. She logged a record on her maiden voyage when she made a run from San Diego to the Galapagos Island off the coast of South America, covering the distance of 2,500

(Continued on page 25)



Domesticated

. to here

EBB'N FLOW

(Continued from page 9)

JAP OFFICIALS ARRIVE HERE

Hope To Cut Some More Throats

The Japanese Government, such as it is, sent a quintet of fisheries experts and industrialists to this country in an effort to build up its export trade of canned seafood. If they succeed it will ring a death note to the 100-million-dollar tuna industry in California.

Following an investigation of fisheries operations at San Diego, San Pedro, Seattle, Washington, and Astoria, Oregon, the five "Rising Sons" journeyed to Washington, D. C., their objective being that of persuading the State Department either to reduce or eliminate entirely the present 45 percent tariff on tuna in oil. If successful in their combined entreaties they shall be responsible for the slipping of the lock that would open the flood gates for Japanese fish importations into the United States. There is no duty now on frozen albacore, and, as if to add injury to insult, only 12½ percent duty on brined tuna and albacore is charged

SIX CLIPPERS RETURN

Join "Moth Ball" Fishing Fleet

San Diego, Calif., August 14—(MPA)—Six more clippers arrived in San Diego during the month of August, and they will join the "moth ball" fleet of fishing craft that are compelled to remain in port from one to two months because of an increased load of imported albacore from Japan.

The clippers included the *Morning Star*, *Sea Wolf*, *Leona C*, *Marine Greyhound*, *Mary Petrich* and *Columbus*. Also arriving was the *Sportsman* with 23 tons of albacore.

CANNERY WORKER ARRESTED

Impersonating Immigration Officer

San Diego, Calif., August 12—(MPA)—Carlos Cota Rivera, 30, of 2232 La Jolla Avenue, who is employed at a San Diego cannery, is being held on a charge of violating the Federal Impersonation Act. Rivera was held at the County jail in lieu of \$1000 bail. He was arraigned on the complaint before U. S. Commissioner George Baird after his arrest by F.B.I. agents.

The arrest followed an intensive investigation in the Cardiff-Del Mar area, according to John Francis Malone, agent-in-charge of the F.B.I. office in San Diego. He said the complaint charged Rivera posed as an immigration officer in preying upon Mexican nationals illegally in this city.

POOR YEAR FOR SARDINES

Scientists Predict Low Catch

San Diego, Calif., August 12—(MPA)—California's harvest of sardines this season will drop to about 285,000 tons, so say scientist-members of the California Division of Fish and Game.

To back up their forecast the scientists point out that their prediction of the 1950-51 sardine catch proved 93.4 accurate. The seasonal catch amounted to 350,000 tons while the scientists foresaw landings of 327,000 tons.

The State marine research committee, sponsored by the California sardine industry, is in the midst of one of the largest fisheries investigations in the world. It is co-ordinating the research efforts of the California Division of Fish and Game, California Academy of Sciences, Scripps Institute of Oceanography at La Jolla and the U. S. Fish & Wildlife Service.

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MARTINOLICH GETS CONTRACTS

Government Orders Total \$8,000,000

San Diego, Calif., August 19 (MPA) —The Martinolich Shipbuilding Company was the happy recipient of a \$5,000,000 contract this month for the construction of 175-foot mine sweepers. Work on the vessels began on the first of this month.

The new contracts swell the local shipyard's government work to more than eight million dollars, and has necessitated the hiring of additional workers at the yard. There are 180 skilled workers employed on two shifts.

Anthony Martinolich, President of the shipbuilding firm, went to Washington late in August to confer with Navy Department officials regarding additional construction contracts for mine sweepers, which, if forthcoming, will raise the government contracts at the yards to a total in excess of fifteen million dollars.

National Steel & Shipbuilding Corporation also has contracts for government vessel construction in excess of ten million dollars. These include steel tugs, combination passenger-cargo ships, mine sweepers and barges.

SUN JEWEL TOWED TO S. D.

Marietta Calls For Help

San Diego, Calif., August 19 (MPA) —The Star & Crescent tug, *Laguna*, towed the crippled tunaboat *Sun Jewel* to San Diego and arrived in port on August 20. The clipper caused some minor difficulty during the trip when the towline snapped and became entangled in the *Laguna's* propellor. However, divers succeeded in freeing it of the twisted hawser. The tug was towing the clipper *Marietta* on the same trip, and turned the craft over to the salvage tug *Retriever*, which proceeded to tow it to Long Beach.

GOVERNMENT ENTERS FISH "RACE"

Sells Tuna for 6 Cents a Pound

San Diego, Calif., August 19 (MPA) —Confronted with one of the most

alarming situations in the industry's history as a result of competition from Peru and Japan, California's tuna packers now face an additional danger when they learned late last month that the U. S. Fish & Wildlife Service has entered the competitive field.

The government fisheries agency recently chartered the former 81-foot purse seiner *Western Explorer*, using part of an \$80,000 congressional appropriation for developing tuna fishing out of New England ports.

Under government sponsorship, the *Western Explorer* made two trips to fishing banks along the New England coast. On her first voyage she returned with two tons of tuna which was sold at six cents a pound. That price is less than half of what is being paid for frozen Japanese tuna imported by Southern California canneries.

On her second voyage the *Western Explorer* returned to port with 11 tons of tuna, which was sold to Gloucester, Mass., fisheries for the same rate. Ironically enough, her skipper is Sam Braco, of San Pedro, and her crew is reportedly composed of San Diego and San Pedro fishermen who are experienced tuna men!

However, West Coast officials, although concerned about the recent "invasion" by the government boat, nevertheless expressed the belief that the activities of the New England-based clipper offers no serious threat to the local tuna industry because the fish caught in those waters do not compare in quality to that canned here, and that eastern tuna are seasonal and subject to the vagaries of the Gulf Stream.

The *Western Explorer* was purchased

by the Newfoundland government in 1938 from its Tacoma owners.

SEATTLE JIG BOAT LOST

Radio Distress Call Fades Out

San Diego, Calif., August 28 (MPA) —The Coast Guard started search for the Seattle jig boat *Centennial* and its three-man crew which radioed a distress call 10 miles west of Guadalupe island.

The skipper of the craft, Capt. Donald Johnson, reported that he was having trouble with the pumps. Coast Guard officials said Johnson later tried to get a message through but that the radio had died out.

SCRIPPS VESSELS GO "HUNTING"

Study Sardines In Coastal Waters

San Diego, Calif., August 28 (MPA) —The Scripps Institution of Oceanography research vessels *Crest* and *Paulina T* left at noon, August 29, to resume study of sardines in coastal waters.

Also joining in the research will be the *Black Douglas*, of the U. S. Fish & Wildlife Service. In the next three years

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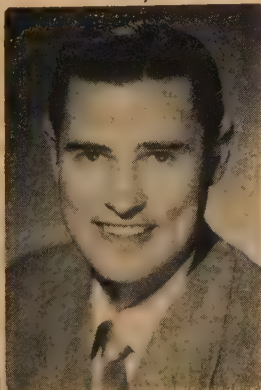
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these vessels will make continuous records of surface temperatures along the coastline in addition to the sardine study.

COMMITTEE APPROVES FUND

Will Aid Inter-American Organization

Washington, D. C., August 28 (MPA) — The Senate Appropriations Committee today approved \$125,000 in the 1952 fiscal year to finance the Inter-American Tropical Tuna Commission's research and conservation program in the Eastern Pacific.

The fund, part of a \$1,022,986,643 spending bill for the State and Commerce Departments and the judiciary, more than doubles the \$50,000 o.k.'d by the House for a program aimed at conserving tuna resources in fishing banks frequented by San Diego and San Pedro fleets.

San Diego is headquarters for the Inter-American commission, created under a treaty with Costa Rica.

"HELEN S" LAUNCHED AT NIGHT

First "Light" Launching in S. D. History

San Diego, Calif., August 28 (MPA) — Marking the first night launching in San Diego's shipbuilding history, the \$400,000 tuna clipper *Helen S* slipped down the ways at the Harbor Boat & Yacht Company at 8 p. m., September 1.

Manuel Simas, owner, explained that the night launching was necessary because of tidal conditions in the commercial boat harbor.

The *Helen S* has a capacity of 275 tons of fish, a speed of 11 knots and a cruising range of 10,000 miles without refueling. It will carry a crew of 14.

Skipper of the new tuna clipper will be Anthony Jesse, who is now captain of the local clipper, *Gem of the Sea*. The vessel, a sister ship of the *Saratoga*, is expected to start its maiden voyage before the Christmas holidays.

CLIPPERS CONTINUE RETURNING

Bring Full Catches to Port

San Diego, Calif., August 28 (MPA) — Confronted with staggering inventories and problems arising out of continued heavy imports from Japan and Peru, San Diego canneries are compelled to handle the thousands of tons of yellowfin and skipjack arriving each week from the southern fishing banks.

In the last several days, 1200 tons reached port on the clippers *Chicken of the Sea*, *Viking*, *Sun Pacific*, *Sea Lion*, *Star Crest* and *Santa Rosa*. The last named clipper ended her maiden voyage since her conversion from a research vessel of the U. S. Fish & Wild-

ally the cannery employs 300 persons. The move is a direct result of the mounting crisis in California's tuna industry.

None of the four other canneries is operating full time. Lester Baling, secretary of the Cannery Workers & Fishermen's Union (A.F.L.), stated that there are more than 1500 union members unemployed and at least 2000 other cannery workers and fishermen are only working part time.

The industry was thrown into further confusion last month when a number of tunaboat skippers and crews, defying instructions to remain in port until given permission to sail by the canneries, left the harbor.

PROGRESS

(Continued from page 12)

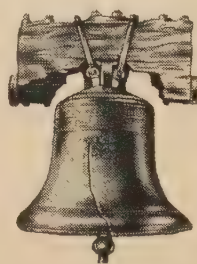
ROLL-RITE:

A newly designed Roll-Rite bridge ramp which eliminates dangerous flat steel plates is announced by the Roll-Rite Corporation, 801 Jefferson Street, Oakland 7, California.

These new Bridge Ramps are scientifically designed, easily positioned by a fork-type truck, and can't shift! A center-positioned lifting stirrup permits one-man handling, balanced control, easy placement. Once in position, the full range positive locking device on the Roll-Rite Bridge Ramp effectively prevents "creep." The rough plate surface grips to fork lift tires and insures safe passage for men and equipment—even in wet weather.

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For engineering bulletin and prices, mail inquiries to Roll-Rite Corporation, 801 Jefferson Street, Oakland, Calif.



life Service. She formerly was named the *Henry O'Malley*.

The vessels will be laid up from 45 to 75 days, dependent upon the number of voyages they have made this year, with exception of the *Santa Rosa*. The latter unloaded her catch at San Pedro.

COAST PACK TAKES "VACATION"

On "Standby" Basis for Awhile

San Diego, Calif., August 28 (MPA) — The West Coast Packing Company of San Diego, California, went on a standby basis August 28 with only a skeleton crew keeping the machinery and plant in operating condition. Norm-

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Death Throes

(Continued from page 11)

The fault lies at the feet of the State Department and the Congress, because neither group has been able to convince itself that laws enacted in 1922 and 1930 may be unworkable in 1951, because of expansion!

TO be technical, if there is one group at fault individually for the dilemma, it would be the State Department. Here's what the analytical San Diego Union newspaper has to say on the subject, quoted from an editorial of August 30:

"CRIMINAL NEGLIGENCE"

"We talked a few days ago with the owner of a fishing boat who has been successful in the tuna business. He is quitting tuna and taking his boat to the Gulf of Mexico, where he will start "shrimping." The reason for this move, he explains, is that the Japanese competition in tuna and albacore is too tough. He expressed doubt that the national administration would pay any attention to the protests of Pacific fishing interests. They seem to have a rule down there (at Washington), he said, to give the other fellow all the best of it and our own people the worst of it.

"That seems to be a true statement of the situation. We have several hundred men engaged in fishing and several hundred employes in processing fish for market. Most of these people have made substantial wages over a period of years. Many of them are paying for homes. Many are depending on fishing to see their boys and girls through school and college.



"Now they are threatened with ruination by the competition of cheap foreign labor. The threat comes through the State Department, *which since the advent of the New Deal has taken over the job of making tariff schedules.* The department so far has shown indifference to the welfare of the Pacific Coast fishing industry. . . .

"The State Department, under the Constitution of the United States, has no more business making and revising schedules than the village council of Podunk. The sole power to levy tariffs, customs duties, excises and other taxes is in the Congress; and all bills dealing with these matters are the responsibility of the House of Representatives.

"Unfortunately, in the first Roosevelt administration Congress forfeited its rights and sidestepped its responsibility by adopting the Hull (the late Cordell Hull, Secretary of State) free-trader system of "reciprocal trade agreements." Under this system the Executive was allowed practically unrestricted powers to raise or lower tariff rates. Needless to say, under the world do-gooder conception that has prevailed in Washington for the last two decades, the arrangement has been utilized for the benefit of a few nations and the detriment of our own people."

It would seem, in view of the above, that Congress would do well to take back some of its powers. Yet, withal, there are several bright spots in the picture.

FOR one thing, the powerful and well-informed American Tunaboat Association has compiled the statistical ma-
(Continued on next page)

The Story of Tuna Is the Story of Van Camp

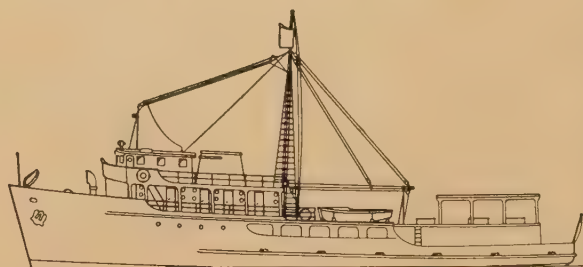
National advertising of Chicken of the Sea and White Star brand tuna through the medium of television, widens the market and increases the need for more fish from the ever expanding tuna fleet.

The far sighted policy of Van Camp's is reflected by the research and development of new products, from which the tuna fleet delivers to its canneries.

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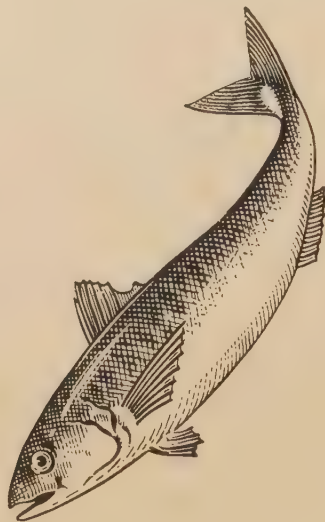
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terial necessary for drafting Federal import tax legislation, which Representative Clinton D. McKinnon has said he will introduce in the House of Representatives when Congress reconvenes September 12. McKinnon, a tireless worker where San Diego is concerned, and a man of courage and intellect, has enlisted the aid of Representative Hugh Mitchell of Seattle, in making the introduction. Representatives of American Tunaboat Association also are maintain-



ing liaison with members of Congress representing the West Coast districts affected by the frozen tuna imports. Then, too, an organization recently formed by wives, mothers, and daughters of fishermen are doing good. Headed by Mrs. Joseph Rogers, wife of a fisherman, this group is known as the Tuna Industry Emergency Organization, and its functions so far have been the writing, and the urging of others to write, letters of

protest to Congressmen. Certainly this operation has excellent potentialities. Some industry leaders, among them Cosimo A. Cutri, President of *Marine Press Association*, are asking that everyone connected with the tuna industry write to at least five Congressmen each day. Even so, however, authorities were agreed that an alleviation of the situation would come slowly. In the words of McKinnon at a recent meeting:

"I warn that it will be a slow process. There is not one chance in a hundred that it will pass in the remaining two weeks of the season. There will be opposition. For example, the heavily industrialized centers such as Detroit and Pittsburgh are anxious for other countries to sell their products in this country, so they can acquire dollars to buy heavy American machinery."

Meanwhile, Japanese importations of tuna have increased from 2,392,000 pounds in 1948 to 25,369,000 pounds in 1950. In that period, United States tuna production increased only from 326,000,000 pounds to 400,000,000. Most of the big clippers which have made three trips in 1951, it is agreed on the waterfront, will be allowed out to sea by 1952 only; many boats of the 165-ton capacity must remain in port fifty-five days after the second voyage and seventy-five days after the third voyage, and fishing boats of from 80 to 165 tons must remain in port forty-five days, and so on.

In the case of the big clippers, from \$12,000 to \$18,000 per trip is eaten up in expenses. That means a clipper of this size must make three trips a year to break even.

If the process in getting over Federal aid is to be slow, can the industry survive then until that day?

What of the small "fringe" groups, which depend upon the fleet for their livelihoods?

What of City, County and Federal taxes?

(To be continued)

Van Camp

(Continued from page 15)

concern to the plant directors. They, being business men of reasonable foresightedness, were anticipating enormous expansion, step by step, in their operations, but they couldn't possibly accomplish such an expansion if they didn't obtain larger supplies of raw fish.

The problem was solved by the Van Camps. They began developing new tuna-fishing techniques, many of which are accepted as standard practice in today's far-flung fleet, and some of which measurably account for the fish-

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ing industry's present stature in California's state and national economy.

AMONG the new innovations introduced by the Van Camp firm to the fishing industry was the decision to finance construction of much larger and considerably more powerful and efficient tuna vessels when it was learned bankers rejected the loan applications of skippers seeking to build their own boats; development of "buy barges" and sleek "tuna tenders" that quickly delivered necessary supplies to the slow fishing boats, and, at the same time, transferred catches to their holds and delivered them to the Van Camp plant, thus eliminating a tremendous amount of wasted time that could be given over to additional fishing. Gilbert C. Van Camp's extensive fishing bank explorations and unending study of tuna habits . . . his experiments with ship-to-shore communications, including homing pigeons and the adaptation to the fishing fleet of radio-wireless telegraphy, which had just been invented and was causing a world-wide stir of interest and excitement . . . and finally his application of the giant fishing net to the fleet, which, at first, caused bitter resentment and no small amount of disgust on the part of bait fishermen. They protested that the huge seine, which Gilbert had made on top of the cannery roof, and with which he'd been experimenting in preparation for use in the fleet, would almost surely deplete the seas of tuna, thus depriving the fishermen of their livelihood.

Perhaps, on the strength of all the above facts denoting progress and accomplishment in the fishing fleet, the misconceived thought in evidence is that the growth of the fishing industry was relatively rapid and completely uninterrupted. Quite the contrary. One of the biggest problems ever to confront the company's progress was the postwar depression of 1921 which caused a serious deceleration in production. Because of this, and to further combat a

possible shutdown of the entire plant, the Van Camp Sea Food Company's directors decided to merge with three other firms, namely the White Star Canning Company, Nielsen & Kittle Canning Company, Ltd., and the International Packing Corporation of California. That merger incorporated the Van Camp Company on July 12, 1922, and was originally intended to strengthen and unite the companies involved. Unfortunately, it caused some confusion and embarrassment, for it reflected the financial weaknesses of the companies and tended to place the incorporation in a more precarious economic position than before.

To add to their woes and tribulations was the fact that albacore had a disturbing habit of disappearing for most of the year and appearing only at certain other times. Since it was the principal tuna product of the time it resulted in processing plants remaining inactive for the greater part of the year. In a desperate effort to eliminate the off-season slump, officers of the company attempted to can vegetables and citrus fruits, but their strenuous efforts went for nil and they almost went broke.

However, the company refused to call it quits and their determination paid

off, for a record run of sardines, seemingly with remarkable timing, appeared on the scene and Van Camp Sea Food Company, Inc., packed enough of the little finnies to dispose of their most outstanding debts. The 11th-hour reprieve was received as an omen of good fortune to the harried executives of the company, who thought they could process and pack enough of the sardines and albacore in their respective seasons to guide them through their financial difficulties. This, quite naturally, was an unknown fact to the principals involved, namely Mr. Sardine and Mr. Albacore. For some mysterious reason as yet unexplained, the two disappeared from sight and simply refused to cooperate during the year 1926.

Now, until this time no one had even recognized the yellowfin tuna as a fish, much less an edible delicacy, but there was a man who had different ideas on that particular subject. Roy P. Harper, then Sales Manager of the company and now assistant to Gilbert C. Van Camp, suggested that the company pack the yellowfin, and the shocked expression on the faces of the officers of the company resembled the look similar to that on a man's face who has accidentally sat down on a hat full of eggs. Their
(Continued on next page)

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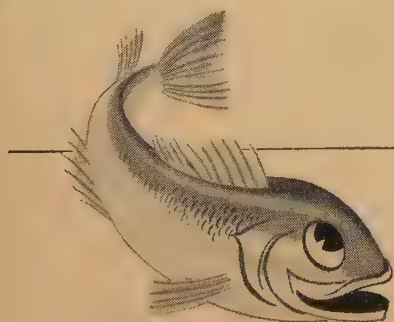
The J. M. Martinac Shipbuilding Corporation is proud to have assigned and built these successful clippers.

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arguments pointed out that yellowfin was a terribly poor product in comparison to albacore, that it had a much darker meat and a stronger taste, and to pack it under the White Star and Chicken of the Sea labels would render the heretofore famous labels utterly unmeaningful as brand names.

HARPER wasn't one to be overcome by volume or numbers. He contended that, unlike albacore, the yellowfin tuna abounded in familiar waters throughout the entire year, that it wasn't quite so dark as they imagined and that the taste of the meat wasn't stronger, but, instead, richer. At any rate, either because of the knowledge that unless something new was exploited in marine food canning the company would go down, or because Harper was a convincing orator on the controversial subject, he gained permission to try his proposed project.

Harper was well "schooled" in gaining the confidence and attention of the company's patrons, and it subsequently was responsible for applying a healthful aroma around the Van Camp company. He made minor but necessary changes in the labels going on the "new" product. The words "Fancy light-meat Tuna" was written onto the new labels, and yellowfin was packed in solid chunks, whereas the albacore pack

had included some flakes. The housewife noticed the word, *F-A-N-C-Y*, as opposed to the word, *S-T-A-N-D-A-R-D*, and she preferred the neat, solid pieces of meat, agreeing with Harper's declaration that the flavor *was* rich and that it was a more delicate food than albacore. Harper's argument resulted in a profit of \$12,500 for the Van Camp Sea Food Company, Inc., that year for the first time since its incorporation.

That seemed to herald a turning point in the history of the company, and since then they have developed other famous products—dietetic or non-fattening tuna, strained baby-food tuna, vitamin oils,

and many others, but the introduction of yellowfin in the commercial market was Van Camp's greatest contribution to the tuna canning industry.

The fact that the Van Camp label is so well known today can be attributed to the president of the company. By 1915 his company was a large scale canning operation, and he called various canners together and told them the time had arrived to make tuna a poor man's food as well as a rich man's delicacy. He declared there were two courses to pursue in achieving that end, and that was by national advertising or lowering the price of tuna to ten cents a

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can. He informed his listeners that he would participate in the first alternative, but that he was going to do one or the other that very night. He gave them an hour in which to reach an agreement.

The meeting between the canners ended on a note of discord, so Van Camp dismissed the meeting and issued new prices which placed tuna on the retail market at ten cents a can. Since that time the market has been unable to supply the tremendous demand.

In 1917 a floating cannery was financed and dispatched to Cape San Lucas, which resulted in prosperity for the company. Fish caught in a two hour period was the total amount the cannery could pack each day, but the floating cannery came to a fiery end, for it caught fire and burned after two seasons of record packing operations. This, of course, was another reason for the resultant merger of the canneries in 1922.

In 1925 the company financed the building of two 100-foot tuna boats to be built in San Pedro. The years 1928-29-30 was a bustling period of boat construction, for \$4,000,000 was invested in the laying of tuna boat keels. Among them the *Chicken of the Sea* and *White Star*, which were the finest vessels in the fleet at the time of their

commissioning. Christened in honor of Van Camp's famous brands, they voyaged far into tropical latitudes in quest of tuna.

Developments in mechanization and advanced methods of production aided in recording an increasing output of the tuna pack. Refrigerated tuna clippers made the biggest impact in commercial fishing, for they were able to remain at sea for many weeks and to travel farther south than ever before.

With all stainless steel equipment, improved canning techniques, an increased supply of fish, and aiding progress of the industry, Van Camp's have become the unofficial leader among the world's packers of tuna.

Timber!

(Continued from page 17)
miles in seven days and nine hours, and averaging better than 14 knots!

Of course, the *Mary Petrich* is not the only vessel of its kind. There are thousands of similar craft like her in use today, but, how long production of such vessels will continue on present levels is a moot question, for it's a known fact that the United States Government is demanding more and more lumber for military needs, which will go into the construction of auxiliary surface craft, barracks, field buildings and other important uses.

IN a move to meet growing military requirements for plywood, the NPA

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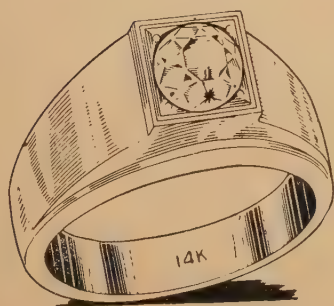
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(National Production Authority) ordered softwood plywood manufacturers to set aside up to 30 percent of their production for defense orders. This set-aside order will affect September production and provides that:

(a)—Manufacturers increase their reserve to supply defense rated business from the present 20 percent to 25 percent during September and October.

(b)—Manufacturers boost this set-

aside to 30 percent October 31st and thereafter.

(c)—A higher proportion of exterior plywood with waterproof bond be held for rated orders than the overall set-aside would indicate.

What this actually amounts to is this: that individual manufacturers of exterior panels furnish 50 percent of their reserve in such panels!

Commenting on the set-aside, O. Harry Schrader, Jr., managing director of Douglas Fir Plywood Association at Tacoma, Washington, explained that only about one-third of the industry's overall production is in exterior.

"Because of this," said Schrader, "the defense effort will be assured of more than 30 percent of the plywood with waterproof bond. Actually, we estimate that about 38 percent of exterior plywood and 27 percent of interior plywood must be reserved for defense orders under the new set-aside after October."

Schrader emphasized, however, that the overall set-aside would take only 30 percent of total softwood plywood production leaving 70 percent, of course, free from regulation and available to normal civilian distribution and retail

channels for homes, farm buildings and other structures, commercial fishing craft and industrial uses.

Currently, direct and indirect military demand is taking more than 20 percent of the softwood plywood under an NPA directive providing for a 20 percent set-aside issued about two months ago. This is in sharp contrast with the less than one percent of softwood or "construction" plywood consumed by the military prior to Korea.

The West Coast plywood industry affected by the order produces two-thirds of the nation's plywood and nearly all plywood used in construction. Output today is averaging more than 50,000,000 feet a week, more than twice as much as at the end of World War II!

The new set-aside requires plywood manufacturers to hold the reserve for defense business up to 30 days in advance of the month of production. Any portion of the reserve for defense orders that has not been committed prior to 30 days before production may be sold to the regular trade in addition to plywood which is not subject to regulation.

Among the properties that have contributed to plywood's outstanding success in marine applications are its dura-

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bility, strength with light weight, overall stiffness which plywood contributes to a structure, minimum number of joints, ease of repair, and economy in construction.

Exterior type fir plywood is manufactured with phenolic (*carbolic acid*) resin glues which are "set" under heat and pressure to form an irreversible, durable bond that is actually stronger than the wood itself. Thousands of random samples are tested in the Douglas Fir Plywood Association's laboratory to see that the product meets the terrific standards demanded of it by the marine industry and other associated industries.

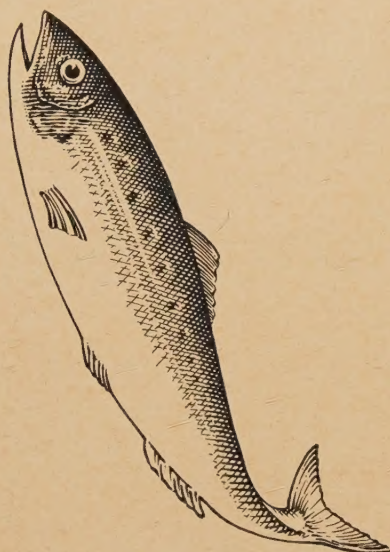
Wood, because of its durability and the ease with which it can be worked, has always been the traditional material for hull construction in vessels up to 150 feet long. However, in recent years, steel and other materials have been employed on a relatively wide scale, in

vessels of that class. This brings up the question of which is the best material. Getting right down to facts, hulls up to 150 feet long can be made as strong with wood as with other material. Hence a choice is generally determined by other considerations and wooden hulls offer certain advantages which are inherent in the material.

Among the more important advantages in constructing wooden hulls are the following facts:

Freedom from rust and corrosion.—This is a terrific factor for boats used in tropical waters and a serious one in northern waters.

More economical maintenance.—Wood does not have to be repainted as frequently and does not require the labor-



ious chipping process which is necessary when repainting steel.

Resistance to sudden impacts.—Wood has resilience—resists puncturing or other damage.

Durability.—With good materials, proper construction and reasonable care, wooden boats give long-lasting service. Repairs are easily made; there is no general failure all at once.

Comfort.—Because of its insulating properties, the wooden hull is cooler in hot climates and warmer in cold cli-

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mates. The wooden hull tends to deaden the sound of the engines which reverberate throughout the steel hull.

Seaworthiness. — Many masters feel that a wooden hull has a better "feel", that it handles better in heavy going.

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FOR SALE—20 per cent interest in large tuna clipper now operating under contract. This boat has been outstandingly successful in fishing operation; represents excellent investment opportunity with possibility of large return on your money. Phone or write Pan-American Fisherman, P. O. Box 5, 205 Broadway Pier Bldg., San Diego.

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Appearance.—The wooden hull usually looks better longer because it does not show dents and scratches as quickly as steel. The paint looks better on wood. Appearance is extremely important where pride of ownership is a factor as in the West Coast tuna fleet.

It is because of these many superior



qualities that shipbuilders, owners and operating personnel prefer wooden construction.

In larger craft, military, commercial and pleasure, plywood has been used with outstanding success for decking, cabin housing, bulkheads and hundreds of other applications. In smaller craft

it is employed on a wide scale for hull planking.

Indicative of plywood's durability is its use for crab crates in commercial fishing vessels where it actually lasts longer than steel. Another outstanding example of durability is the use of plywood for bait tanks. These must be kept entirely white or live bait such as sardines will die. Paint in the steel tanks tends to chip and the metal rusts causing serious problems. Most of the bait tanks in the tremendous West Coast tuna fleet are constructed of plywood and even older, conventionally built tuna clippers have switched to plywood bait tanks.

Therefore, on the strength of records and facts it would seem as though wood construction and use of wood products in shipbuilding will remain the first choice of many shipbuilders and owners.

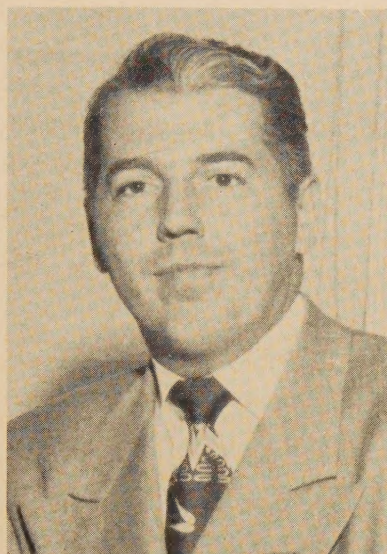
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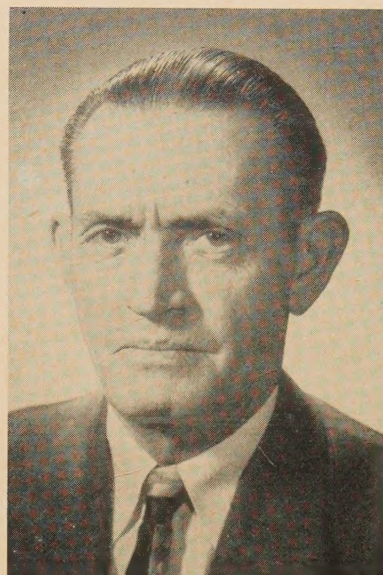


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